

	<i>Name of the Project</i>	<i>Amount (US\$)</i>
14.	Operation and Financial Assistance for Bombay Ports	600,000
15.	Development of Ship Repair Facilities	400,000
16.	Vadodara-Bombay Expressway	600,000
17.	Tamil Nadu electricity Board Operational I	740,000
18.	Environment Monitoring and Pollution Control	490,000
19.	Payment and Management for National Highways	760,000
20.	Private and Sector Participation in Expressway Financing, construction & Operation	500,000
21.	Road Construction Industry	340,000
22.	Undertaking a Review of the Hydrocarbon Sector Operations	100,000
23.	Vadodara-Bombay Expressway (Supplementary)	250,000

Expenditure towards Petrol on Cars

[English]

3600. SHRI J. CHOKKA RAO: Will the Minister of FINANCE be pleased to state:

(a) whether the Government are spending huge amount, towards petrol, on the cars provided to high officials; and

(b) if so, whether it is proposed to discontinue the systems of drawing fuel at Government cots and pay conveyance allowance to the officers eligible to use Government vehicles?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI SHANTARAM POTDUKHE): (a) Use of Staff Cars in Government offices is governed by the Staff Car Rules. No separate record of

expenditure exclusively for each officer is maintained nor the expenditure towards petrol, maintenance etc. of the Staff Cars in Ministries/Departments is centrally maintained. Instructions, however, exist putting a ceiling on the expenditure to be incurred on the petrol/diesel for Government vehicles.

(b) No, Sir.

Container Traffic at Major Ports

3601. SHRI VIJAY NAVAL PATIL: Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) the percentage growth of containers traffic at major ports during each of the last three years;

(b) whether the small ship owners are

finding it difficult to procure empty containers;

(c) if so, the steps being taken by the Government in this regard; and

(d) other measures being adopted to boost the container traffic?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYTLER): (a) The percentage growth of container traffic (TEUs) at all major ports during last three years over respective previous year has been as under:-

1988-89	7.6%
1989-90	17.0%
1990-91	7.0%

(b) The question presumably relates to availability of empty containers. Ship owners are facing difficulty in procuring empty containers at time due to imbalance in container traffic resulting in accumulation of empty containers at European Ports and shortage at Indian Ports.

(c) Empty containers are provided by re-positioning containers from other ports including foreign ports.

(d) Inland Container Depots and Container Freight Stations are being set up to provide boost to container traffic. Container handling facilities have been created at 24 locations. Periodical Trade Promotion meetings with representatives of Port Users and Chamber of Commerce are held.

Ministerial Meeting of Group of 77

3602. SHRI SANAT KUMAR
MANDAL
SHRI PALA K.M. MATHEW

Will the Minister of COMMERCE be

pleased to state:

(a) whether India participated in the 7th Ministerial meeting of the Group of 77 held in Tehran during November, 1991 to finalise their stand in connection with the forthcoming United Nations Conference on Trade and Development-VIII (UNCTAD-VIII);

(b) if so, the consolidated view of the developing countries as a whole formulated at the above meeting; and

(c) the reaction of the Government thereto?

THE MINISTER OF STATE OF THE MINISTRY OF COMMERCE (SHRI P. CHIDAMBARAM): (a) to (c). India participated in the 7th Ministerial meeting of the Group of 77 held in Tehran from 19th to 23rd November, 1991 in preparation for UNCTAD-VIII. The meeting adopted a Declaration sub-titled towards a New Partnership for Development and finalised a substantive platform of the Group of 77 for international cooperation in areas of resources for development, international trade, technology, commodities and trade in services. These issues will be now discussed in the UNCTAD-VIII scheduled to be held in Colombia in February, 1992.

2 The Tehran Declaration says, inter alia, that the dialogue towards a new partnership for development must be pragmatic and realistic, non-confrontational, based on a mutuality of interest, and above all aimed at achieving, through a gradual deepening of the international consensus on specific issues, concrete agreements that can be implemented. It must also lead to the establishment of mechanisms for follow-up on the actions agreed upon the monitor the extent to which they are being carried out. The focus of the dialogue must